

## BRIDGE ACROSS THE KILL VAN KULL BETWEEN NEW YORK AND NEW JERSEY

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FEBRUARY 3 (calendar day, FEBRUARY 9), 1925.—Ordered to be printed

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MR. LADD, from the Committee on Commerce, submitted the following

### REPORT

[To accompany S. 4203]

The Committee on Commerce, to whom was referred the bill (S. 4203) to authorize the Port of New York Authority to construct, operate, maintain, and own bridges across the Kill Van Kull between the States of New York and New Jersey, have considered the same and report thereon with amendments, and as so amended, recommend that the bill do pass.

The bill thus amended has the approval of the Departments of War and Agriculture, as will appear by the annexed communications, the amendments referred to therein having been incorporated in the bill as reported.

Page 1, line 3, after the word "That" strike out all of sections 1 and 2, and insert the following:

the consent of Congress is hereby granted to the Port of New York Authority to construct, maintain, and operate a bridge and approaches thereto across the Kill Van Kull, at a point suitable to the interests of navigation, at or near Bayonne on the New Jersey side, and at or near Port Richmond on the New York side, in accordance with the provisions of an act entitled "An act to regulate the construction of bridges over navigable waters," approved March 23, 1906.

Page 3, line 3, strike out "3" and insert "2" in lieu thereof.

Page 3, line 8, strike out all of sections 4 and 5.

Page 3, line 20, strike out "6" and insert "3" in lieu thereof.

Amend the title to read as follows:

To authorize the Port of New York Authority to construct, maintain, and operate a bridge across the Kill Van Kull between the States of New York and New Jersey.

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WAR DEPARTMENT, February 6, 1925.

Respectfully returned to the chairman Committee on Commerce, United States Senate.

The purpose of the accompanying bill (S. 4203, 68th Cong., 2d sess.), is to authorize the Port of New York Authority to construct, operate, maintain, and own a bridge across the Kill Van Kull between the States of New York and New Jersey. So far as the interests committed to this department are concerned,

I know of no objection to the authorization of a bridge at the locality specified in this bill, but it is thought that such authorization should be granted in the usual form of such measures. The bill as introduced contains a number of recitations which are not essential to the grant, and section 2 as drawn will make the fixing of tolls subject only to section 2 of the general bridge act whereas sections 3 and 4 of that act also contain provisions relative to tolls.

If the authority is granted in the usual form of bridge bills the Port of New York Authority will have all necessary Federal authority to do all of the things mentioned in the bill as originally introduced. The copy of the bill has accordingly been amended to correspond to the usual form and as thus amended I know of no objection to its favorable consideration.

JOHN W. WEEKS,  
*Secretary of War.*

DEPARTMENT OF AGRICULTURE,  
Washington, February 7, 1925.

Hon. W. L. JONES,  
*Chairman Committee on Commerce,  
United States Senate.*

DEAR SENATOR JONES: I have your letter of February 5 inclosing S. 4203 with request that the department furnish the Committee on Commerce with such suggestions as it may deem proper touching the merits of the bill and the propriety of its passage.

The bill proposes to authorize the Port of New York Authority to construct, operate, maintain, and own a bridge with the necessary approaches thereto across the Kill Van Kull between points in Bayonne on the New Jersey side and in or near Port Richmond on the New York side. As the proposed structure will be in furtherance of a plan for the development of the Port of New York adopted by the Legislatures of New York and New Jersey, this department has no suggestion to offer relating to the bill.

Sincerely,

HOWARD M. GORE, *Secretary.*